

Matanuska-Susitna Borough Coastal Management Program Enforceable and Administrative Policies
Consistency Evaluation
Point MacKenzie Road Upgrade Project

Policy Category	Enforceable Policy	Project Compliance
Coastal Development	<ol style="list-style-type: none"> <li>In planning for and approving development in a coastal area, the Districts shall give, in the following order, priority to: <ol style="list-style-type: none"> <li>water-dependent uses and activities in or adjacent to rivers, lakes, streams and uses and activities along its coastline;</li> <li>water-related uses and activities in or adjacent to rivers, lakes, streams and uses and activities along its coastline; and</li> <li>use and activities which are neither water-dependent nor water-related for which there is no feasible and prudent inland alternative to meet the public need for the use or activity.</li> </ol> </li> <li>The placement of structures and the discharge of dredged or fill material into coastal water must, at a minimum, comply with the standards contained in 33 C.F.R. Parts 320-323, (revised as of July 1, 2003).</li> <li>Dredging and filling shall not be allowed in tideflats and wetlands, submerged lands and water bodies important for migration, spawning or rearing of anadromous or resident fish unless no feasible or prudent alternative exists.</li> <li>Development must be sensitive to the ecosystem in which it is located and incorporate mitigating measures into its design to minimize adverse impacts on that ecosystem.</li> <li>Development shall be sited, designed, constructed, and managed so as to preserve natural and cultural features in the District Public access to natural and cultural features shall be preserved and maintained, and where appropriate, increased.</li> <li>The type and concentration of development in an area shall be dictated by the physical limitations</li> </ol>	<ol style="list-style-type: none"> <li>A small portion (.2 mile) of the proposed upgrade to this segment of Point MacKenzie Road is located within or adjacent to coastal waters. However, Point MacKenzie Road provides the only access to Port MacKenzie. The upgrade of the existing road is a feasible and prudent approach to meet the demand for access to Port MacKenzie. (11AAC112.990 [31])</li> <li>Upgrade to the Point MacKenzie Road will require placement of fill materials into .7 acres of coastal waters. The Matanuska-Susitna (Mat-Su) Borough is in the process of making application for a Department of Army Section 404 permits (33 CFR 325) for dredge and fill in freshwater wetlands and tidelands that will be disturbed along the road corridor.</li> <li>There will be no crossing or filling of streams or other water bodies important for migration, spawning or rearing of anadromous or resident fish. No dredging will occur in wetlands important for migration, spawning or rearing of anadromous or resident fish. The project will use the existing road prism to the extent practicable and BMPs to minimize wetlands impacts.</li> <li>Mat-Su Borough will coordinate with local, state, and federal agencies to identify terrestrial and wetland habitats and resources that may be impacted by the project. The project will use the existing road prism to the extent practicable with limited alignment footprint expansion to minimize impacts to these habitats and resources. Mat-Su Borough will incorporate BMPs to minimize unavoidable impacts. Roadway upgrades will be designed to maintain and restore, where feasible, natural ecological processes (drainage) including the use of appropriately sized culverts where necessary.</li> <li>A review of literature, archeological field surveys, and search of NRHP and AHRS sites did not find any cultural or historic resources along the Point MacKenzie Road Corridor. Access to natural resources of Knik Arm outside the project area will be enhanced by the proposed upgrade to Point MacKenzie Road. Road improvements will provide enhanced access to coastal waters.</li> <li>Physical conditions associated with the road upgrade have been examined. Geotechnical investigations have help assess subsurface conditions to provide final design recommendations and BMPs. BMPs will be used to minimize</li> </ol>



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	<p>and opportunities of the area. Physical conditions such as soil characteristics, slopes, geological features, surface and sub-surface drainage, water tables, floodplains and shore forms shall be taken into consideration when planning development in an area.</p> <p>7. The District recognizes existing areas of development and nonconforming uses within the coastal management boundary. Such recognition does not imply the allowance of similar uses and activities in the District in the future.</p> <p>a. Port, dock, commercial and industrial facilities shall be sited, designed, constructed and operated in a manner that minimizes excavation and disturbance to anadromous and resident fish and wildlife, and the alteration of the shoreline, tideflats, and wetlands.</p> <p>b. Industrial users of the shoreline shall minimize the negative aesthetic impact of their use and activities, shall enhance and maintain the positive visual aspects of their development and provide recreational opportunities for public viewing of such positive aspects whenever practical and safe.</p> <p>c. Design criteria and performance standards for industrial, commercial, and port development shall be required in order to maintain a high aesthetic appeal and prevent unsightly incompatible development</p> <p>d. Preference will be given to industrial, commercial, or port uses that promote physical and visual access to the shoreline, when such access does not cause interference with operation or hazards to life and property.</p>	<p>construction-related impacts. BMPS include using minimum fill footprints, reducing the height of side slopes, clearly demarcating construction slope limits to avoid impacts beyond slope and clearing limits, and location of staging areas in upland areas to the extent feasible. Revegetation will occur on any exposed soil areas resulting from road improvement activities. BMPs to reduce sedimentation and erosion will incorporate an erosion and sediment control plan to avoid water quality impacts to wetlands; clean fill material will be use for embankments; appropriate fill material will be used to stabilize toes of slopes at wetland crossings; silt fences and sediment basins will be constructed to address physical limitations of the area. Where possible, existing wetland impacts will be mitigated through improved drainage patterns and use of BMPs. BMPs will include the use of roadside swales and appropriately sized culverts to address natural drainage and surface water flow patterns, and rehydration of wetlands hydraulically isolated during original road construction.</p> <p>7. Not applicable.</p>



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<b>Energy Facilities</b>	1. Criteria identified in 6 AAC 80.070 (11 AAC 112.230) shall be used for siting and approving energy facilities in the District	Not applicable. No energy facilities are part of this project.
<b>Fish and Seafood Processing</b>	1. The state standard 6 AAC 80.090 is adopted as part of the MSBCMP and supplemented as defined.	Not applicable. Seafood harvesting or processing facilities are not part of this project
<b>Timber Harvest and Processing</b>	1. The state standard 6 AAC 80.100 and superseding provisions of the Alaska Forest Resources and Practices Act (11 AAC 95.050 through 11 AAC 95.180) are adopted as part of the MSBCMP and supplemented as defined.	Not applicable. No timber will be harvested as part of this project. Brush and saplings will be cut within the ROW to improve visibility and reduce the likelihood of collisions with wildlife.
<b>Mining and Mineral Processing</b>	1. The state standard (6 AAC 80.110) is adopted as part of the MSBCMP.	Not applicable. All gravel and fill materials will either be obtained from Port MacKenzie which is developing a gravel source within its boundaries, other Borough owned gravel sources along the Point MacKenzie Road, or other commercial sources.
<b>Transportation</b>	<p>1. The state standard (6 AAC 80.110 [11 AAC 112.280]) is adopted as part of the MSBCMP.</p> <p>2- Transportation routes shall be sited inland from the shoreline and avoid important fish and wildlife habitat areas unless no feasible or prudent alternative exists to meet the public need for the route.</p> <p>3. Highway, road, and airport design and construction shall minimize alteration of fish and wildlife habitat, water courses, wetlands, aesthetic, and recreational resources.</p> <p>4. Adequate provisions for maintenance of natural drainage, fish and wildlife habitat requirements and viewshed protection shall be required. Viewshed includes all those land surfaces that are visible from a given viewpoint</p>	<p>1. As of January 3, 2006, new state standards for Alaska Coastal Management Project are applicable and enforceable. The new state standard for Transportation Routes and Facilities is 11 AAC 112.280.</p> <p>Freshwater wetlands along Point MacKenzie Road were substantially degraded during construction of the existing linear transportation corridor. In some instances, wetlands were filled and hydrology was interrupted. Mat-Su Borough will re-establish hydrologic cross connections along Point MacKenzie Road, where feasible, by installing cross drainage structures to rehydrate wetlands that were hydrologically isolated during the original construction of the Point MacKenzie Road.</p> <p>2, 3, 4, &amp; 5. Point MacKenzie road is an existing inland route. Upgrades to the roadway will use the current road prism to the extent practicable to minimize additional impact to wetlands. No open water or streams will be crossed as part of the road upgrade. No fish populations or fish habitat will be impacted. Wildlife populations will not be impacted.</p> <p>Road construction will include re-establishing previously disturbed hydraulic</p>



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	5. Design criteria and performance standards for transportation development shall be required in order to maintain a high aesthetic appeal and prevent unsightly incompatible development Aesthetic values include scenic corridors, area, vistas, open space, parks, and recreation.	connectivity where feasible to enhance wetland habitats. In areas where wetlands are impacted, BMPs will be used to minimize fill footprints, reduce the height of side slopes, clearly demarcate construction slope limits to avoid impacts beyond slope and clearing limits, and locate staging and waste areas in upland areas. Impacts to water quality will be mitigated by BMPs and minimization measures discussed under 11 AAC 112.310. The Mat-Su Borough has avoided, to the extent practicable, impacts to wetlands, natural drainages, and wildlife habitat. Public access will be maintained and enhanced through road improvements. All cut slopes and road footprints containing soil will be revegetated to minimize impacts to water quality, wetlands and aesthetics. Vegetation buffers will be maintained to the extent feasible to minimize aesthetic impacts. The project will not impact existing view sheds as the road is already constructed.
<b>Utilities</b>	1. The state standard for utilities (6 AAC 80.080 [11 AAC 112.240]) is adopted as a part of the MSBCMP.	Not applicable. The project is located inland and no utilities will be placed along shoreline or beaches.
<b>Agriculture</b>	1. Agriculture shall be practiced in accordance with the sound soil and water conservation principles which minimize adverse impacts to air, land, and water quality and maintain or enhance fish and wildlife habitat and recreational values.	Not applicable. This project does not include any agricultural development
<b>1 Recreation</b>	1. The state standard (6 AAC 80.060} is adopted as a part of the MSBCMP. 2. Designated recreational areas. 3. Priority shall be given to maintaining and, where appropriate, increasing public access to coastal waters, wetlands, rivers, lakes, streams, and uplands for fishing, hunting, scenic viewing, and other recreational activities. 4. Priority shall be given to developing and	1. Not applicable. As of January 3, 2006, new Alaska Coastal Management Program enforceable policies have come into affect Under the new program, there is no state standard for recreation. 2. The Point MacKenzie Road upgrade project will not cross any designated recreational areas. Access to current recreational areas will not be impeded. Improvements to Point MacKenzie Road will enhance access to recreation areas within the Port MacKenzie AMSA. 3. The road upgrades will improve surface transportation along Point MacKenzie Road corridor and enhance access to recreation opportunities. 4. Not applicable. The project does not include incorporation of a multiuse trail system or easement.





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	maintaining multiuse trail systems. Easements, rights-of-way, and other means shall be used in acquiring and maintaining trail access during land transfers. 5. Priority shall be given to the recreational development of areas having potential for high quality recreational use because of physical, biological, cultural, or historical features.	5. There are no existing recreation sites along the Point MacKenzie Road. Existing level of access to trailheads outside the project area such as the Point MacKenzie snow machine trailhead will be maintained to provide the existing level of access.
<b>Subsistence</b>	1. The state standard (6 AAC 80.120 [11 AAC 112.270]) is adopted as part of the MSBCMP.	Not applicable. There are no local, state, or federally recognized subsistence harvests for fish or wildlife within the project area.
<b>Coastal Habitat</b>	<p>1. The state standard (6 AAC 80.120 [11 AAC 112.300]) is adopted as part of the MSBCMP.</p> <p>a. Offshore areas and estuaries; b. Wetlands and tideflats;</p> <p>c. Vegetated bluffs;</p> <p>d. Rivers, streams and lakes; and</p> <p>e. Important upland habitat.</p> <p>2. Proposed uses and activities within 75 feet of the Ordinary High Water (OHW) line of rivers, streams, and lakes that require local, state, or federal authorization must be reviewed to protect water quality, fish, and wildlife habitat. Water dependent structures such as docks, piers, marinas, floatplane hangars, or boathouses, and access to such structures are allowable within 75 feet of OHW provided they are constructed and used in a way that minimizes adverse impacts to water quality and fish and wildlife habitat. Other uses and activities within 75 feet of OHW are also allowable if the proposed development will have no significant adverse impact to water quality and fish and wildlife habitat, and complies with other</p>	<p>Mat-Su Borough has identified freshwater wetlands (5.05 acres) and limited tidelands (.7 acres). The Mat-Su Borough will use the existing road prism to the extent practicable to minimize impacts to wetlands and tidelands.</p> <p>There are no competing uses within the project area.</p> <p>1a, c, and d. There are no offshore areas, estuaries, vegetated bluffs or rivers, streams and lakes within the project area. Only .7 acre of tidelands (below MHW) will be impacted by the project.</p> <p>1 b. In areas where wetlands are impacted, BMP minimization measures will be used such as minimum fill footprints, reducing the height of side slopes, clearly demarcating construction slope limits to avoid impacts beyond slope and clearing limits, and siting staging areas uplands. Where possible, improved drainage patterns will be used to restore functions and values to previously impacted wetlands. Impacts to water quality will be mitigated by BMPs and minimization measures discussed under standards for Air, Land, and Water Quality.</p> <p>1e. All of the non-wetland habitats adjoining the project area are important uplands. BMPs will be used to minimize impacts to upland habitats.</p> <p>2. The project area does not occur within 75 feet of OHW of any river, stream or lake.</p>



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	<p>applicable federal, state and local requirements.</p> <p>3. The standards for coastal resources and habitat are those included in Appendix A pages A-5 and A-6. Coastal habitats shall be managed to maintain and enhance the physical, biological, and chemical characteristics, which contribute to the maintenance of their integrity.</p> <p>4. Upland habitats shall be managed to protect important fish and wildlife production and harvest area , surface water quality, and natural groundwater recharge area; to maintain habitat productivity and diversity, natural drainage patterns, and vegetative cover on steep slopes and along stream banks and shorelines; prevent excessive runoff and erosion, and provide for open space, scenic, and recreational values.</p> <p>5. Activities in wetlands shall be conducted in a manner that will maintain natural drainage patterns and wetlands productivity.</p> <p>6. Mitigation techniques for activities along and in rivers, lakes, and streams shall include replacing stream bank vegetation where possible; creation of oil and grease separators prior to road development runoff entering rivers, lakes and streams; creation of settlement systems prior to development runoff entering stream corridors thereby decreasing sedimentation; and mitigation of any changes in stream flow regimes.</p>	<p>3. Coastal resources and habitat will not be impacted. In areas where freshwater wetland habitats are impacted, BMPs and impact minimization measures are described under Standards 1 b. and 4 through 6.</p> <p>4, 5, &amp; 6. Point MacKenzie Road improvements will use the existing road prism to the extent practicable, with limited lateral extension into adjacent uplands and wildlife habitat areas. No fish producing streams or rivers will be crossed or impacted as part of this project. To maintain habitat productivity and diversity, natural drainage patterns impacted during the original construction of Point MacKenzie Road will be restored to the extent feasible. Erosion and stormwater discharge control measures will be incorporated by using BMPs as described under Air, Land, and Water Quality Standards. The road improvements will not restrict water movement and/or increase flood stage and former natural drainage patterns will be re-established where feasible.</p> <p>Point MacKenzie Road improvements do not include work in or adjacent to rivers, lakes, or streams. The road will be designed to maintain, at a minimum, current ecological processes (drainages and habitat functions). Stormwater drainage will be directed to vegetated uplands or through adjacent wetlands to provide filtering of stormwater. Exposed soil resulting from project activities will be revegetated immediately, and settling ponds, silt fences, and other sediment control systems deemed practicable will be used as necessary to reduce or avoid sedimentation outside the project area.</p>



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<b>1 Air, Land, and 1 Water Quality</b>	<p>1. Notwithstanding any other provision of this chapter, the statutes and regulations of the Department of Environmental Conservation with respect to the protection of air, land, and water quality identified in AS 46.40.040(b) are incorporated into the ACMP and, as administered by that department, constitute the components of the MSBCMP with respect to those purposes.</p> <p>2. Land clearing, grading, filling and alteration of natural drainage features shall be minimized. Areas cleared of vegetation and not developed shall be revegetated with native plants to deter erosion and restore pre-alteration habitat productivity within one year from time vegetation was removed.</p>	<p>During road improvement operations, Mat-Su Borough will ensure all applicable ADEC and federal regulations concerning air, land, and water quality criteria are met. Where impacts to air, land, and water quality are unavoidable, BMPs will be used to minimize impacts to the extent practicable. BMPs include incorporation of an erosion and sediment control plan to avoid water quality impacts to wetlands; using only clean fill material for embankments; use of appropriate material to stabilize the toe of slopes in wetlands; immediate seeding of disturbed slopes with indigenous plant species to minimize or prevent erosion; use of minimum clearing distances required for safety; use of silt fences and sediment basins as necessary to control erosion during construction; and use of roadside swales and culverts to maintain natural drainage and surface water flow patterns. BMPs to minimize or avoid air quality impacts include use of water trucks to reduce airborne dust emissions during construction, and appropriately maintained vehicles and equipment to reduce air emissions. Once upgraded, Point MacKenzie Road will have an asphalt surface and will therefore decrease long-term airborne dust emissions. In conjunction with USACE Section 404 permit, ADEC will issue a Certificate of Reasonable Assurance (Section 401 water quality certification).</p>
<b>Historic, Prehistoric, and Archaeological Resources</b>	<p>1. The state standard (6 AAC 80.150 [11 AAC. 112.3201] is adopted as a part of the MSBCMP.</p> <p>2. All development shall meet historic preservation objectives of the District as outlined by the Historic Preservation Survey (1981) in Appendix C2, including revitalization and utilization of historic resources.</p>	<p>A review of literature, archeological field surveys, and search of NRHP and AHRS sites did not find any cultural or historic resources along the Point MacKenzie Road corridor. No historic, prehistoric, or archaeological resources are known to occur in the project area.</p>



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<b>Hazard Area</b>	<ol style="list-style-type: none"> <li>1. The state standard (6 AAC 80.050 [11 AAC 112.210]) is adopted as a part of the MSBCMP.</li> <li>2. Known geophysical hazard areas and areas of high development potential in which there is a substantial possibility that geophysical hazards may occur are:</li> <li>3. KniMVlatanuska River Floodplains; Susitna and Little Susitna River Floodplains; and Point MacKenzie vegetated bluffs and coastline.</li> <li>4. Development in a natural hazard area may not be found consistent unless the applicant has taken appropriate measures in the siting, design, construction, and operation of the proposed activity to protect public safety, services, and the environment from potential damage caused by known natural hazards.</li> <li>5. Development shall typically be precluded in rapidly eroding, slide prone, or geologically unstable shorelines. Any development proposed for these areas shall be based upon a geotechnical investigation attesting to the safety of the area and specific engineering practices or structures that would alleviate or mitigate the hazard.</li> <li>5 Development in the Point MacKenzie vegetated bluffs and coastline areas shall not be approved by the appropriate state authority or District until siting, design, and construction measures for minimizing property damage and protecting against loss of life have been provided.</li> <li>7 Surface modification that would induce excessive erosion, undermine the support of nearby land, or unnecessarily scar the landscape shall be limited.</li> </ol>	<ol style="list-style-type: none"> <li>1. &amp; 2. Geotechnical investigations have helped assess subsurface conditions to provide final design recommendations and BMPs to minimize the potential damaging effects of geophysical hazards.</li> <li>3. Mat-Su Borough will work with their Code Enforcement Department to determine actual flood extent within the project area where floodplains are currently unmapped. There are no streams or rivers crossed by the proposed road upgrade project. Road improvements will include, if necessary, flood mitigation measures during final design.</li> <li>4. Compliance with standards will be achieved by siting, designing, and constructing the upgrades to ensure public safety and minimization of damage to public property by satisfying relevant codes and engineering safety standards. There are no known natural hazard areas present in the roadway upgrade project</li> <li>5. 6, &amp; 7. The Point MacKenzie Road upgrade will not will impact rapidly eroding or slide prone areas, geologically unstable shorelines, Point MacKenzie vegetated bluffs or coastlines. See 3 above.</li> </ol>

*Source: Matanuska-Susitna Borough. Matanuska-Susitna Borough Coastal Management Program Enforceable and Administrative Policies, Effective Date: February 15, 1984.*

